

UPS 1307
Philadelphia, PA
February 7, 2006
DCA06MA022

National Transportation Safety Board
Washington, DC

Attachment 8

PHL Operations Section – Shift Highlights for February 07, 2006

1 page

**PHILADELPHIA INTERNATIONAL AIRPORT
DIVISION OF AVIATION
OPERATIONS SECTION-SHIFT HIGHLIGHTS
FOR
02/07/2006**

ALERT 2

Time Dispatched: 11:57 PM

Ops Officer: JF / JH

Airline/Company: UPS

Aircraft Type: DC-8-71

Aircraft Reg #: N748UP

Fuel Remaining: 21,700

SOB: 3

Captain's Name: Unk

Time Secured: 11:00 AM

Units Responding: AP-3, AP-223, AP-230, AP-10, AP-700, Engine 78, AP-PD

Remarks: UPS DC-8 (N748UP) received multiple rear cargo smoke indicator lights on final approach to PHL from Atlanta. UPS Flight #1307 was cleared by ATC to land runway 27L. UPS aircraft landed short time later on Runway 27R and rolled to full stop at Taxiway Lima Intersection on closed runway. Aircraft appeared to have small traces of smoke exiting lower, rear fuselage of cargo aircraft approximately 30' from tail section. AP-10 closed Runways 27R-9L and 17-35. AP-10 started to coordinate with UPS Operations for Cargo Manifest, Hazmat Documentation, UPS Escorts, Aircraft Information, and other incident site information. AP-229 & AP-Police staged at Gate 11 to intercept off airport emergency response units. AP-219 provide escort to and from UPS Ramp. AP-209 provide escorts from Gate 11 to incident site, upon clearance from Foxtrot 21 & Foxtrot 1. At 12:14 Alert I was upgraded to an Alert II. Notam D02010 closed PHL until further notice. At approximate 12:22, the UPS aircraft started to generate significant amount of smoke from previous stated location. Engine 78 continued their incident site evaluation, response, and started fire suppression / extinguishing operations. Foxtrot 1, Foxtrot 21, and Airport Operations Management established secondary water supply at Gate D15 & Gate D10 fire hydrants. Approximate 6-10' visible fire protruded top part of aircraft fuselage at approximate 2:05am. The aircraft was extinguished a short time later. Medic-30 evaluated and transported the flight crew to University of Pennsylvania Hospital for further treatment. Foxtrot 21 & Operations. PHL Index was re-instated at approximate 5:42. Runways 9L-27R, 17-35, & 8-26 re-opened at approximately 6:08am. NTSB on location at approximate 6:15am. Runway 9L-27R re-open at approximate 11:00, upon completion of FAA & Airport Operation Aircraft Accident Inspection.

CODE RED

Time Dispatched: 5:41 PM

Ops Officer: GB

Type hazard: Truck On Fire

Location: Terminal "B-C" (Arrival Rd)

Units Responding: A-20; Arpt Police; Engine 78

Audible Sounded: No

Audible Secured:

Time Secured: 6:09 PM

Risk Management Notified: No

Transported (to): N/A

Remarks: Complainant driver, [REDACTED] was driving a 1988 Ford E-150 Econoline Van [REDACTED] and parked in from